

New Britain – Hartford Busway
Hartford, Connecticut
Final Design
(Based upon information received by FTA in November 2009)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.4 Miles, 11 Stations
Total Capital Cost (\$YOE):	\$572.69 Million (includes \$12.0 million in finance charges)
Section 5309 New Starts Share (\$YOE):	\$275.30 Million (48.1%)
Annual Forecast Year Operating Cost:	\$22.06 Million
Ridership Forecast (2030):	16,300 Average Weekday Boardings 4,900 Daily New Riders
Opening Year Ridership Forecast (2013):	13,400 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Connecticut Department of Transportation (ConnDOT) proposes to construct the New Britain-Hartford Busway, an exclusive-guideway bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right-of-way between downtown New Britain and Hartford's Union Station. The busway would run parallel to Interstate 84 (I-84), the primary transportation link between New Britain, West Hartford, and downtown Hartford. The project's operating plan calls for a number of bus routes to operate on the busway, including services that enter and exit the facility to reach destinations well outside of the immediate corridor without the need for a transfer. The project scope includes 31 new buses and six park-and-ride lots along the alignment.

Project Purpose: Existing transit service between New Britain and Hartford is slow and limited. I-84 connects the two cities. It is currently, and is forecast to remain, the region's most congested highway. A trip between New Britain and Hartford on public transportation can be made at present by transfers between local routes, or by travel on a single express route, which is circuitous and slow. Significant proportions of Hartford and New Britain's populations are transit dependent – approximately one-third and 16 percent, respectively. The proposed busway is intended to provide faster transit travel times between major activity centers throughout the corridor, improve mobility and accessibility for the corridor's relatively large transit-dependent population, and promote redevelopment opportunities in older urban centers along the project alignment.

Project Development History, Status and Next Steps: The 1994 regional transportation plan prepared by the Capitol Region Council of Governments identified the I-84 corridor west of Hartford as one of the metropolitan area's high priority corridors. A major investment study in the corridor was completed in 1999, which resulted in the selection of a BRT system between New Britain and Hartford as the locally preferred alternative. FTA approved the New Britain-Hartford Busway into preliminary engineering in January 2000. The project received a Record of Decision in March 2002. To address changes in the project scope since issuance of the ROD, two re-evaluations of the Final Environmental Impact Statement were conducted in June 2006 and September 2008. FTA approved final design for the project in October 2006. The project sponsor is currently completing final design in preparation for a Full Funding Grant Agreement (FFGA) in 2011. Before an FFGA will be considered for the project, ConnDOT must provide a financial plan to FTA that addresses future funding shortfalls in the State Transportation Fund.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$275.30	48.1%
Section 5307 Urbanized Area Formula Funds	\$18.20	3.2%
Section 5309 Fixed Guideway Modernization Funds	\$21.18	3.7%
Section 5309 Bus Discretionary	\$25.92	4.5%
FHWA Flexible Funds (CMAQ and STP)	\$112.75	19.7%
FHWA NHS Funds	\$6.00	1.0%
State:		
State Transportation Fund	\$113.34	19.8%
Total:	\$572.69	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

CT Hartford, New Britain - Hartford Busway
FY2011 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	Medium	
Non-Section 5309 New Starts Share (20% of summary financial rating)	Medium-High	The New Starts share of the project is 48.1 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium	
Capital Condition (25% of capital plan rating)	Medium	<p>The average age of ConnDOT's Statewide bus fleet is 7.6 years, while the average age of the Hartford Division's bus fleet is 6.5 years, which is in line with the industry average.</p> <p>ConnDOT's special tax obligation bond ratings, issued in January 2009, are as follows: Moody's Investors Service A1, Standard & Poor's AA, and Fitch AA-. There have been no service reductions.</p>
Commitment of Funds (25% of capital plan rating)	Medium	<p>Approximately 51 percent of non-New Starts funding is committed or budgeted. Federal funding sources include Section 5307 Formula funds, Section 5309 Fixed Guideway Modernization funds, Section 5309 Bus Discretionary funds, flexible funds including CMAQ and STP, and FHWA National Highway System funds. State funding sources include revenues from the State Transportation Fund and funds committed in Public Act 06-136.</p>
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	<p>While assumptions regarding federal funding are reasonable, growth in state funding sources assumed in the plan are more optimistic than historical experiences.</p> <p>The project's financial plan shows annual deficits in the State Transportation Fund beginning in 2010, and a negative fund balance beginning in 2014. Although the Legislature is compelled to maintain a minimum positive fund balance for a rolling five-year horizon, the financial plan does not describe any means by which these deficits would be eliminated.</p> <p>The capital cost estimate of the project is considered reasonable.</p>
Project Operating Financial Plan (30% of summary financial rating)	Medium	
Operating Condition (25% of operating plan rating)	Medium-High	<p>The current ratio of assets to liabilities as reported for the Special Transportation Fund in its most recent audited financial statement is 5.6. ConnDOT has a history of being able to draw funds as required from the State Transportation Fund. ConnDOT has increased service in recent years</p>

Commitment of Funds (25% of operating plan rating)	Medium	Less than 50 percent of operating funding is committed. Most of the “planned” sources of funds derive from the State Transportation Fund, which cannot be committed more than a year in advance.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	<p>The operating plan is based on optimistic assumptions regarding growth in operating subsidies and passenger revenues.</p> <p>The project’s financial plan shows annual deficits in the State Transportation Fund beginning in 2010, and a negative fund balance beginning in 2014. Historically, the State has acted to balance the State Transportation Fund.</p>

New Britain – Hartford Busway

Hartford, Connecticut

Final Design

(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2008)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Population density within ½-mile of the station areas is approximately 5,645 people per square mile and employment in project station areas is approximately 81,000 jobs.
- The project serves four jurisdictions between the downtown areas of Hartford and New Britain. Intermediate stations serve residential neighborhoods of varying urban and suburban character, with low to medium densities, as well as a mix of auto-oriented commercial and industrial development and undeveloped land. The busway is in a transportation corridor and the stations are adjacent to I-84, additional major roadways, Amtrak right-of-way, and large, formerly industrial buildings.
- Parking rates are in the medium range in downtown Hartford and New Britain, while parking is free and generally available at other stations.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

(50 percent of Economic Development Rating)

- The State of Connecticut has passed a series of laws and enacted policies and programs supporting growth management, including most recently the provision of funding for a pilot transit-oriented development (TOD) program, to which the Cities of Hartford and New Britain are applying for grants. This program was created in support of state legislation passed previously requiring designation of areas for compact, transit accessible, pedestrian-oriented mixed use development. A rigorous land use planning effort, the *New Britain-Hartford Station Planning Project*, was conducted for the busway and has produced conceptual transit-oriented station area plans, although implementation is largely still pending. The City of Hartford is implementing significant infrastructure improvements to enhance the pedestrian environment.
- Progress in implementing plans is most evident in recent zoning changes designed to promote TOD. The Town of West Hartford has adopted a Special Development District Designation, which provides bonus floor area for buildings close to transit terminals, and the City of Hartford has implemented an Industrial Residential Overlay District, allowing the conversion of industrial space to residential and mixed uses. New Britain is in the process of rezoning its downtown to allow increased densities and development with transit-supportive characteristics, including reducing parking requirements.

Performance and Impacts of Policies: Medium

(50 percent of Economic Development Rating)

- Significant redevelopment is under way in downtown Hartford, reflecting recovery from a long period of economic decline. Major components have been completed of the 30-acre Adriaen's Landing site project, which includes a new Connecticut Convention Center, Downtown Marriott Hotel, an entertainment district, residential development, and the Connecticut Center for Science and Exploration.
- Multiple development projects are either recently completed or under construction in downtown Hartford station areas and the rehabilitation of industrial buildings in the Parkville Station area is proceeding.
- A substantial increase in employment and more modest but solid population growth are projected in station areas and the rating for total employment served by the system will increase from low to medium-low by 2030, as a result of projected growth.



HARTFORD NORTH
(SIGOURNEY STREET STATION TO
ASYLUM STREET/UNION STATION)

HARTFORD SOUTH
(OAKWOOD AVENUE TO SIGOURNEY
STREET STATION)

WEST HARTFORD
(AMTRAK MERGE TO OAKWOOD
AVENUE)

NEWINGTON
(EAST STREET STATION TO
AMTRAK MERGE)

NEW BRITAIN
(NEW BRITAIN STATION TO
EAST STREET STATION)

DOWNTOWN
NEW BRITAIN

EAST
STREET

E. MAIN
STREET

NEWINGTON
JUNCTION

CEDAR
STREET

NEW PARK
AVENUE

SIGOURNEY
STREET

UNION
STATION

PARK
STREET

FLATBUSH
AVENUE

ELMWOOD

LEGEND

- STATION
- BUSWAY
- - - MULTI-USE TRAIL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

NEW BRITAIN - HARTFORD BUSWAY
STATE PROJECT NO. 171-305

BUSWAY BY CONTRACT

Baker

BAKER ENGINEERING NY, INC.
2096-B SILAS DEANE HIGHWAY
ROCKY HILL, CT 06067

JANUARY 2006

N.T.S.

